

Business Notices.

POINTS
Worth Remembering.

THE WHOLESALE DEPÔT

FOR THE FOLLOWING IS AT
66, QUEEN'S ROAD CENTRAL.

| | |
|------------------------------------|---|
| SCOTT'S EMULSION. | BOVRIL WINE. |
| BEECHAM'S PILLS. | ESSET'S FLUID. |
| CONDENSED MILK ("ANGEL" BRAND). | PORTLAND CEMENT ("NINE-ELMS" BRAND). |
| PEACH-BLOSSOM SOAP. | CHAMPAGNE BITTERS. |

SOLE AGENTS) WATKINS & Co

Entertainments.

THEATRE ROYAL,
CITY HALL.THE HONGKONG AMATEUR
DRAMATIC CLUB
WILL GIVE
TWO PERFORMANCES
OF
'TRIAL BY JURY'AND
'Creatures of Impulse,'
ON
SATURDAY, 8th February,
MONDAY, 10th February.Commencing each Evening at 9 p.m.
precisely.TICKETS can be obtained at the THEATRE ROYAL, on and after Monday, the 3rd February, at 10 a.m.
Booking Office opens each day from 10 a.m. to 4 p.m.

Prices \$3.00, \$2.00 and \$1.00.

The Public are Reminded that NO CHITS WILL BE TAKEN at the Booking Office.
LATE TRAINS 15 Minutes after each Performance.
Hongkong, January 27, 1896. 218THEATRE ROYAL,
CITY HALL.

Under distinguished Patronage of H.E. the GOVERNOR.

CONCERT
BY
SIGNORINA VICTORIA FERRY,
ASSISTED BY
SEVERAL LEADING AMATEURS.Serpentine Dances.
TUESDAY,
February 11th, at 9.15 p.m.SEATS can be booked at Messrs. KELLY & WAUGH, Ltd.
PHONES as USUAL.
Hongkong, February 5, 1896. 268

AUCTIONS.

PUBLIC AUCTION
OF
VALUABLE OLD CHINESE
PORCELAIN, CURIOS AND
EMBROIDERIES.The undersigned has received instructions to sell by Public Auction, on
SATURDAY,
the 8th February, 1896, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street.(Having just arrived from the North.)
A MOST VALUABLE AND EXCEPTIONALLY
GOOD COLLECTION OF OLD CHINESE PORCELAIN AND CURIOS, comprising many VERY RARE AND VALUABLE SPECIMENS OF MING, KANGHI, YUNGCHING, K'INGLUNG AND OTHER PORCELAIN IN FIVE COLORS, BLUE AND WHITE, APPLE GREEN, HAWTHORN, IMPERIAL and Many Other Decorations.VERY RARE SANS DE BESOIN.
OLD PERSIAN CHROMES from MING, DOWRY, OLD JADE, OLD SOOHOEY LAQUER, CARVED RHINO HORNS and OTHER CURIOS, PORCELAIN MOUNTED SCREENS, OLD PERSIAN SNAKE-BOTTLES and OTHER CURIOS.Also,
A FINE LOT OF
SILK EMBROIDERIES.
&c., &c., &c.

Catalogues will be issued previous to the Sale. On View from Friday, the 7th February.

TERMS OF SALE.—As customary.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, February 5, 1896. 273

GOVERNMENT NOTIFICATION.
No. 26.

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held on the 10th day of February, 1896, at 4 p.m., are published for general information.

By Command,
J. H. STEWART LOOKHART,
Colonial Secretary.

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 10th day of February, 1896, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, at Yau-mai, Kowloon, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lot.

Boundary Measurements.

Area in Acres, Roods and Poles.

Area in Acres, Roods and Poles.

Area in Acres, Roods and Poles.

Area in Acres, Roods and Poles.

Area in Acres, Roods and Poles.

Area in Acres, Roods and Poles.

Area in Acres, Roods and Poles.

Area in Acres, Roods and Poles.

Area in Acres, Roods and Poles.

Area in Acres, Roods and Poles.

Area in Acres, Roods and Poles.

To-day's Advertisements.

QUEEN'S COLLEGE.

HIS EXCELLENCY THE GOVERNOR, SIR WILLIAM ROBINSON, K.C.M.G., will preside at the PRIZE DISTRIBUTION at the above Government Institution TO-MORROW, at Noon.

The presence of all interested in Education is cordially invited.
GEO. H. BATESON WRIGHT, D.D.,
Headmaster.

5th February, 1896. 292

HONGKONG RIFLE ASSOCIATION.

MEMBERS are notified that the Annual General Meeting will take place on MONDAY, the 10th February, at 5.30 p.m., at the HONGKONG HOTEL.

A. S. PALMER, CAPTAIN,
Hon. Secretary.

Hongkong, February 5, 1896. 281

CITY CLUB.

THE Sixth Annual General Meeting of the MEMBERS will be held in the Garden House, on TUESDAY, February 11th, at 9 p.m.

E. K. CHANDLER,
Secretary.

Hongkong, February 5, 1896. 287

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
STEAMSHIP SIKH,
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., at Kowloon, whence and from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Inst., at 3 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, February 5, 1896. 289

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.
The Steamship
Sikh,
Capt. J. ROWLEY, will be
despatched as above TO-MORROW, the 6th Instant, at Noon.For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, February 5, 1896. 293

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.
The Co.'s Steamship
Haitong,
Capt. DAVIS, will be
despatched as above on
FRIDAY, the 7th Instant, at Daylight.For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, February 5, 1896. 288

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Orestes,
Capt. PULFORD, will be
despatched as above on
FRIDAY, the 7th Instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, February 5, 1896. 160

SHIRE LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.
The Steamship
Merionethshire,
Capt. DAVIS, will be
despatched as above on
MONDAY, the 10th Instant.For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, February 5, 1896. 181

GLEN LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON,
VIA SUEZ CANAL.
The Steamship
Glen,
Capt. WATSON, will be
despatched as above on
TUESDAY, the 11th Instant, at 4 p.m.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, February 5, 1896. 189

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.
The Co.'s Steamship
Tai-yuan,
Capt. R. NASSON, will be
despatched as above on
TUESDAY, the 11th Instant, at 9 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine-room. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, February 5, 1896. 290

To-day's Advertisements.

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.UNDER MAIL CONTRACT WITH THE
AUSTRIAN GOVERNMENT.STEAM TO SHANGHAI & KOBE.
The Co.'s Steamship
Maria Teresa
will leave for the above
places on or about
THURSDAY, the 13th Instant.For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, February 5, 1896. 295

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Port Adelaide
will be despatched about
21st February.S.S. Glace will be despatched about
4th March.For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, February 5, 1896. 294

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.
The Co.'s Steamship
Neris,
Capt. W. DAVIS, will be
despatched as above on
or about SATURDAY, the 22nd Instant.To be followed by the Company's
Steamship
Spondilus,
which will be for the above destination on
THURSDAY, the 27th Instant.For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, February 5, 1896. 293

SHIPPING.

ARRIVALS.
February 5:
Yung Ching, Chinese str., from Canton.
Kiang Pak, Chinese str., from Canton.Haitong, British steamer, 789, W. Davis,
leaving for Swatow, Amoy & Foochow, 4,
General.—DUTCH STEAMSHIP CO.
Gisela, Austrian steamer, 2,643, A. Mitis,
leaving for Japan, 2, General.—SANDER & Co.Benmore, British steamer, 1,467, J. D. Schuch,
leaving for Swatow, Amoy & Foochow, 4,
General.—DUTCH STEAMSHIP CO.
Bygde, Norwegian str., 772, B. Brekke,
leaving for Japan, 2, General.—SANDER & Co.Natal, for Europe, &c.
Haitong, for Canton.
Nagato Maru, for Shanghai.
Diango, for Singapore and Bombay.
Doris, for Hongkong.Phra Yang, for Swatow.
Lewer, for Singapore and London.
Bumut, for Hongkong.
Pakhoi, for Shanghai.
Zakro, for Manila.
Oranien, for Kobe.
Daphne, for Shanghai.
Thalia, for Singapore and Hamburg.
Glenmore, for Shanghai.
Fornace, for Amoy.DEPARTURES.
February 5:
Natal, for Europe, &c.
Haitong, for Canton.
Nagato Maru, for Shanghai.
Diango, for Singapore and Bombay.
Doris, for Hongkong.Phra Yang, for Swatow.
Lewer, for Singapore and London.
Bumut, for Hongkong.
Pakhoi, for Shanghai.
Zakro, for Manila.
Oranien, for Kobe.
Daphne, for Shanghai.
Thalia, for Singapore and Hamburg.
Glenmore, for Shanghai.
Fornace, for Amoy.CLEARED.
Jacob Christensen, for Saigon.
Composit, for Swatow.
Actio, for Hongkong.
Kiang Pak, for Chinkiang.PASSENGERS.
ARRIVALS.
Per Haitong, from Coast Ports, 67 Chinese.
Per Gisela, from Kobe, Count and Countess Goodenave, 2 children, 2 nurses and valet, Messrs H. Janny, Hohenburger, and Lowenstein.
Per Orestes, from Shanghai, &c., Mr Boyd, and 397 Chinese.DEPARTURES.
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Per Kiang Pak, for Shanghai, 10

THE JAPANESE NAVY AND ITS CRITICS.

A Japanese gentleman who signs himself 'Gensai' has been writing to the *Hochi* describing the different views held by foreign naval men on the operations of the Japanese squadrons during the war. He refers more especially and particularly to the torpedo boat attacks at Wei-haiwei. Concerning the other day with a naval friend at Yokohama, he says, he was told that since Wei-haiwei, whenever his interlocutor made a foreign naval officer, the talk invariably turned to the torpedo boats. French and German officers always express their admiration of the heroism displayed by the boats' crews in entering the harbor of Wei-haiwei several nights in succession and sinking the *Tungshen* and other hostile ships. They are careful, however, to emphasize the fact that the torpedo was only utilized by Japan after Occidental countries had invented and perfected it. British officers, on the other hand, do not, according to the Yokohama gentleman, bestow much praise on the actual assaults directed by the torpedo boats. The sinking of the *Tungshen* was, in his opinion, the only unprecedent success of the torpedo boats. He says that he has seen the torpedo boats in action, and that they are not so much a new thing as they are made out to be. He says that he has seen the torpedo boats in action, and that they are not so much a new thing as they are made out to be. He says that he has seen the torpedo boats in action, and that they are not so much a new thing as they are made out to be.

AN AMERICAN REPORTER'S NOTIONS OF WARSHIPS.

The following amusing extract is taken from an interview with Rear-Admiral Howe by a New York reporter. The admiral is a Rear-Admiral Howe, retired, the hero of the 'ninety-day gunboats' of the civil war, those boats, which, beginning with the John Adams, were built and equipped in ninety days, armed with eleven-inch guns, and which rendered such effective service in that much-sifted conflict, made no bones of discussing the matter from a practical standpoint or of declaring that the odds against the United States would be almost overwhelming.

'What would England do on the outbreak of hostilities?' he asked. 'Would she not at once depend on the United States? New York, Baltimore, Charleston, Savannah, to capture or destroy them? What could we do to prevent her? Have we a single battleship to stem the tide of her impetuous march? It is the battleships that would do the business. They are the only things to settle the affairs of nations.'

THE OLYMPIA.

So far it has been generally conceded that the British cruiser *Olympia* had the palm for swiftness on the Pacific station, though her trial run of 23 knots was nearly a knot and three quarters short of that made by the U. S. cruiser *Olympia*. 21.69 knots under forced, and 19.8 under natural draft. The latter vessel failed, through stress of such adverse circumstances, such as quarantine at Honolulu, etc., to make the record expected from her on her voyage hither. She was, however, yesterday morning, started for Kobe at 3 a.m., and was calculated to arrive at the sister port last evening about 8 o'clock. The trip was not intended to be under full pressure all the way; an 8-hour run from Rock Island being reserved for a high speed test. This test, however, was not attempted. The *Olympia* was, however, yesterday morning, started for Kobe at 3 a.m., and was calculated to arrive at the sister port last evening about 8 o'clock.

The *Kobe Chronicle* says:—The following telegram regarding the *Olympia* run to Kobe has been received in Yokohama:—'The *Olympia* struck a gale. She made 21 knots, and averaged 15 knots to Kobe. She broke her forward dock station and carried away her bridge rails. They made her go.'

RAGHALL'S PLAINES—The finest in the World—Loach and tone unequalled. Sole Agents, W. Robinson and Co.

WHY?—Don't you think Brown is a good descriptive writer? Black—Yes, go on, but he makes mistakes sometimes. Why?—For instance? Black—Well, he was writing of a naval battle once, and he said that 300 brave sailors on the defeated vessel took the dust.

Engineering and Technical Students should study the 'Practical Engineer'—2d. weekly. Practical Engineer, For Engineers, Managers, and Steam Users. All navigators. Practical Engineer. The cheapest and best engineering paper published. 10, Victoria Approach, Manchester.

THE HORSES OF THE BRITISH ARMY.

It is stated that the number of horses and mules employed in Army Service at the present time is about 27,000, the number being somewhat in excess of the establishment of 23,300. The greater portion of animals are, of course, employed in the Cavalry and Artillery Services, which between them have nearly 25,000 of about equal portions; the 20,000 of the Horse, Field, and Mountain Batteries requiring as many animals as the Cavalry Service with about the same number of officers and men. The number of horses provided for the Cavalry is, roughly, about equal to two-thirds of the establishment of men, the regiments in India having more proportionately than those at home, where arrangements are made for bringing up the horse strength in emergency. The Engineers have only about 400 horses for their many purposes, and the Army Service Corps 130, whilst the Infantry have some 650 for regimental transport. In India the number of animals required by the Artillery is much larger than those used by the Cavalry, whilst at home the proportions are reversed. In Egypt the British troops have about 700 horses, and there are a hundred less in South Africa, the only Colony in which the mounted services are in any strength. These coming into the British establishment make a home total of over 14,000 horses and mules, whilst India accounts for some 12,000.

CECIL RHODES AND THE TRANSVAAL.

The invasion of Dr. Jameson with his 700 men in the Transvaal has certainly caused much uneasiness and surprise to everybody who has a sense of right and to those who do not belong to that set of Englishmen who think that the world and especially the S. African world was entirely made for them. Alas, there are very many English people who really think so, and as a result of this, the world is not what it should be. Cecil Rhodes leads the list. One more daring, brutal, unscrupulous, and during the last ten years, more fortunate, could not be found. But an unscrupulous man to everything, and so the Great Rhodes, much to the advantage of the world, has been thrown from the saddle of his empire. Cecil Rhodes, French war resister, has been the cause of a battle of lighter draught. They could come much closer in this vessel of the Italian build.

'But how about these English battleships? Could they successfully cross the ocean?'

'Of course they could. England builds ships which could go around the world if necessary.'

'But did not the case of the *Victoria*, the \$5,000,000 battleship, sunk by a slight collision with the *Comander*, show that these great armored vessels are not always to be depended on to keep on top of the sea?'

'Have we got more to be prepared and armed? It really could not be counted on. No, if there is to be a war it will be a naval war. The land forces will play a minor part, and in discussing it we must realize that the chief work must be done upon the water. There is no doubt that the operations on the Canadian frontier, but even there we are not so strong as some people think.'

'It is a knotty problem. I don't know what they are going to do. We navy people have been preparing for years for fortifications and guns and ships. Now the time has come when we ought to be prepared and armed. We have got more than we had ten years ago, but nothing that would stop an armored ship. We would, perhaps, make an end of British commerce, and our commerce destroyers would render invaluable service, but even if it did, would it force England to shorten the war by a single day? It never has done so before.'

'The *Olympia*, January 22.'

So far it has been generally conceded that the British cruiser *Olympia* had the palm for swiftness on the Pacific station, though her trial run of 23 knots was nearly a knot and three quarters short of that made by the U. S. cruiser *Olympia*. 21.69 knots under forced, and 19.8 under natural draft. The latter vessel failed, through stress of such adverse circumstances, such as quarantine at Honolulu, etc., to make the record expected from her on her voyage hither. She was, however, yesterday morning, started for Kobe at 3 a.m., and was calculated to arrive at the sister port last evening about 8 o'clock.

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NOTICES TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP VICTORIA, FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARILL & Co., Agents.

Hongkong, February 4, 1896. 370

PHILLOS LINE OF STEAMERS.

FROM GLASGOW, LIVERPOOL, ANTWERP, BARCELONA, OADIZ AND MANILA.

THE Steamer *Barcelona* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 8th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 16th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, February 3, 1896. 264

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamer *Glenloch* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 17th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, February 3, 1896. 276

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kuluan* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 17th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, February 1, 1896. 253

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex S.S. *Frederic Morel*, in connection with the above Steamer, are hereby informed that their Goods will be delivered from alongside.

Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 17th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, February 1, 1896. 253

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamer *Kaitung*, Capt. Geo. FAYRE, will be despatched as above on MONDAY, the 10th Instant, at 6 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, February 4, 1896. 280

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamer *Shantung*, Capt. FRANKTON, will be despatched as above on MONDAY, the 10th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 30, 1896. 239

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamer *Shantung*, Capt. FRANKTON, will be despatched as above on MONDAY, the 10th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 30, 1896. 239

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamer *Shantung*, Capt. FRANKTON, will be despatched as above on MONDAY, the 10th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 30, 1896. 239

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamer *Shantung*, Capt. FRANKTON, will be despatched as above on MONDAY, the 10th Instant.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Company's Chartered Steamer *Composita*, Capt. Houtz, will be despatched for the above Port TO-MORROW, the 8th Instant, at Daylight, and not as previously notified.

For Freight or Passage, apply to DOUGLAS LA PRAD & Co., General Managers.

Hongkong, February 6, 1896. 281

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(USHER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHIE, ADEN, SUET, PORT SAID, BRINDISI, VENICE, TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

(Also to NATAL, EAST LONDON, PORT ELIZABETH & CAPE TOWN.)

The Co.'s Steamer *Giulia*, Capt. A. MIZZI, will be despatched as above on THURSDAY, the 6th February.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, January 31, 1896. 241

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

The Co.'s Steamer *Miki Maru*, Capt. F. BROWN, will be despatched for the above Ports on FRIDAY, the 7th Instant, at 8 o'clock a.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, February 3, 1896. 263

OCEAN STEAMSHIP COMPANY.

FOR KOBE AND YOKOHAMA.

The Steamer *Izumi*, Capt. MIZU, will be despatched on FRIDAY, the 7th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 3, 1896. 277

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Steamer *Chingta*, Capt. R. LINES, will be despatched as above on FRIDAY, the 7th February, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber secures the supply of Fresh Provision during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 31, 1896. 216

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamer *Kaitung*, Capt. Geo. FAYRE, will be despatched as above on MONDAY, the 10th Instant, at 6 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, February 4, 1896. 280

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Steamer *Shantung*, Capt. FRANKTON, will be despatched as above on MONDAY, the 10th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 30, 1896. 239

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamer *Shantung*, Capt. FRANKTON, will be despatched as above on MONDAY, the 10th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 30, 1896. 239

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Hongkong, January 30, 1896. 239

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Hongkong, January 30, 1896. 239

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For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 30, 1896. 239

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamer *Shantung*, Capt. FRANKTON, will be despatched as above on MONDAY, the 10th Instant.

Shipping.

Steamers.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (SUBJECT TO ALTERATION.)

Mount Lebanon will be despatched for HONOLULU, VICTORIA, B.C., and YOKOHAMA, on WEDNESDAY, the 12th February.

Consular Invoices of Goods for United States Ports should be in QUADRUPLET, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, January 27, 1896. 219

Sailing Vessels.

FOR SAN FRANCISCO.

The 103 A.T. British Ship *Bredic Castle*, FERGUSON, Master, will load here for the above Port, and will leave quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, December 5, 1895. 227

FOR NEW YORK.

The 313 A.T. American Ship *Amey*, Master, shortly expected, will load here for the above Port, and will be despatched on or about the 13th February, 1896.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, January 14, 1896. 243

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Feb. 8, at noon.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Feb. 22, at noon.

City of Rio Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Mar. 12, at noon.

THE U. S. Mail Steamer *CHINA* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 8th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted